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A. S. WATSON &amp; CO.,

LIMITED.

CHEMISTS, DRUGGISTS AND  
PERFUMERS.

## THE HONGKONG DISPENSARY,

Hongkong, 2nd September, 1907.

## NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns  
should be addressed to THE EDITOR.  
Correspondents must forward their names and ad-  
dresses with communications addressed to the  
Editor, not for publication, but in case of need of  
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P.O. Box 34. Telephone No. 12.

## DEATH.

On September 5th, at his residence at Macao,  
BRUNO MARIA DAS NEVES, CARANJO ROSA,  
retired Brigadier Surgeon, aged 80 years. (1470  
Shanghai, Lisbon and Goa papers please copy.)LONDON OFFICE: 10A, DUS VOUEX ROAD C  
LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, SEPTEMBER 7TH, 1907

It is not only affairs connected with Manchuria that are straining the relations between China and Japan, as mentioned in our Tokyo correspondent's telegram. There is at present a good deal of soreness on the Chinese side at least, regarding the Japanese attitude toward a long-outstanding boundary dispute with Korea. On the north-eastern boundary of Korea, marching with a corner of Manchuria, between the Tumen river and its tributary, the Tumen, lies the Chientao district, (called by the Japanese 'Kanto') measuring over 260 miles latitudinally and about sixty or seventy miles longitudinally. This section was a very stormy corner during the Russo-Japanese war, and the inhabitants were so harried by one side or the other, and afterwards by bandits, that it seems a pity they cannot enjoy a little peace now. It appears, however, that more troubles await them. China and Korea have never agreed as to the ownership of this strip of territory. History says that about A. D. 1712 special commissioners from China and Korea erected the boundary stone on the watershed between the Yalu on the west and the Tumen on the east, on the south-eastern slope of the Paitonshan, where it still stands with a legible inscription. But the Chinese say there has been confusion of names, between the Tumen and the Tumen, and have regularly re-opened the

dispute for many years past. There was to have been another boundary commission three years ago, but the outbreak of war between Russia and Japan prevented it. The Russians were at that time in force there, and the Korean administration of the district was rendered a farce. About three years before that, a Chinese yamen was established at Chientao, and the officials acting under instructions from Peking ignored the Korean officials and governed as if the area were unquestionably Chinese.

The Koreans never ceased to protest, however, and even sent troops to protect the Korean residents from molestation. They were powerless against the bandits who poured in after the war, as indeed were also the Chinese, and when reports reached the Japanese Resident-General at Seoul that certain Japanese settlers had been killed, in addition to the numerous complaints from Koreans, as no time was lost in despatching a Japanese officer with a small force, to maintain order. The neighbouring Chinese officials resented this, as an indication that the Japanese were bent on arbitrarily settling the outstanding boundary dispute, and with characteristic mendacity they alleged that everything was so quiet and peaceful and orderly there that there could be no other reason for the presence of soldiers. There is no doubt whatever, according to information, that the arrival of a force of military police was opportune, and the Japanese Government is unlikely to refuse to discuss the old boundary question along with other matters under negotiation. The Chinese jealous dislike of the Japanese shows no abatement, and the reports of ignorant and prejudiced provincial mandarins are bound to add fuel to the flames at Peking. It is to be hoped, for China's own sake, that moderate counsels will prevail, and that the advent of Count Okuma will find both sides prepared to argue reasonably. The officialdom of China has been noticeably more "upish" lately, and the Sino-Japanese negotiations are therefore likely to be protracted. We do not anticipate, however, as is suggested in the extract on our third page, that there will be any "conflict."

The latest to join the Volunteers are Messrs. T. Fuller, T. G. Weall, L. B. Beattie, J. C. Pendlebury, and J. D. Woods.

A young Chinese woman, residing at 31, Pokfulam Road, committed suicide on Thursday afternoon by taking a dose of opium.

Now that there is a promise of cooler weather the Volunteers have commenced work again, three ordinary drills being announced for next week.

For stealing a quantity of zinc from a building in Cause Road, Mr. F. A. Hazledorn yesterday sentenced a coolie to three weeks' imprisonment and six hours' stocks.

The Chinese taken from the Eastern Market to the Civil Hospital with a ruptured spleen died yesterday. The four men charged with a assault were discharged and re-arrested on a charge of manslaughter.

On Sept. 1st, at the Shanghai Municipal Electricity Works was started an trial what is believed to be the first steam turbine in China used for the generation of electricity. The turbine runs at a speed of 1,500 revolutions per minute and develops 1,350 horse power. It was built by Messrs. Parsons & Co. of Newcastle-on-Tyne.

Viceroy Chang Chih-tung is said to have written to the Waiwupo protesting against the "interference" of Sir John Jordan in relation to the proposed Government monopoly for the sale of prepared opium, and urged that the Central Government "stand firm" on its rights and start the scheme without reference to outside opposition.

A Wuabang letter states that members of the Hupoh foreign-modelled Army and representatives of Education in that province have lately been occupied with the project of putting up a bronze statue of Viceroy Chang Chih-tung, in some conspicuous place in Wuabang. This having come to the ears of his Excellency he at once issued orders to stop the movement.

Three boatmen appeared before Mr. F. A. Hazledorn at the Police Court yesterday, charged with exporting arms and ammunition to China. One of the defendants was found guilty and ordered to pay a fine of \$100, the alternative being two months' imprisonment. The case against the other two defendants was remanded and they were admitted to bail in the sum of \$100 each.

Many people hold the opinion that the moon has an effect upon the weather. Sir John Herschel asserted that the tendency for clouds to disappear as a full moon comes, to the meridian was "fully entitled to rank as a meteorological fact." Mr. G. F. Chambers, F.R.S., "as the result of more than thirty years' observation," is firmly convinced that such is the case, and explains it as the result of our atmosphere receiving some small amount of radiant heat from a full moon when on the meridian of any place. Neither Sir William Herschel nor Sir John Herschel gave the weight of his authority to any statement as to the moon's influence on terrestrial weather more definite than the foregoing.

During the past few years considerable sums have been advanced to the Korean Government by Paris bankers and other French financiers, and M. Pierre Giffard, who was in Korea for some time, now raises the interesting question, How are these liabilities to be met? In 1901 certain Paris banking firms lent Korea \$240,000. Then came the transformation of the Munt, the construction of the railway from Seoul to Wiju, and the creation of the 37 post-offices and of several schools by the agents of the French Administration. The railway alone cost \$220,000, so that altogether the total of Korea's indebtedness to French financiers, in respect of the matters above indicated alone, may be put at about \$30,000. Will Japan (asks M. Giffard) liquidate these sums?

By kind permission of Lieut.-Col. W. Scott Moncrieff and Officers, the Band of the Third Battalion "The Duke of Cambridge's Own" (Middlesex Regiment) will play the following programme of music during dinner at the Hongkong Hotel, this (Saturday) evening—

Overture..... "Don Juan"..... Mozart  
Valse..... "Tres Jolie"..... Waldteufel  
Selection..... "Cavalleria Rusticana"..... Mascagni  
Song..... "The Holy City"..... Adams  
Selection..... "Dorothy"..... Collier  
Intermezzo..... "Forget-me-not"..... Maubach  
Dinner Music..... "Hors d'œuvre—Eggs on Aspic.  
Soup—Milk Turtle. Fish—Baked Fish and Parsley Sauce. Entree—Grilled Fillet of Beef and Mushrooms, Stewed Mutton and Green Peas, Cucumbers on Gherkins. Curry—Dry. Joint, &c.  
Roast Sirloin of Beef and Horseradish, Roast Chicken and Dress Sauce, Baked Australian Bacon and Potatoes, Cold Cauliflower and Plain Salad. Sweet—Caramel Pudding, Strawberry Ice Cream and Finger Cake, Tipped Cake, Walch Knecht.  
Dessert—Coffee—Fruit.

To swim for one mile with manœuvred wrists and ankles would be one mile too much for most swimmers. To swim for nine miles in such circumstances appears impossible. Yet this extraordinary feat has lately been accomplished by a Frenchman named Jules Gantier over the course between Richmond Bridge and Putney Bridge. His wrists and ankles were tightly bound, and he propelled himself, swimming on his right side, by pulling his hands from over his head in a sort of overhead stroke; his head going right under water every time. Gantier swam the first three miles in 43 minutes 35 seconds. He was under Kew railway bridge (four miles) in 5 minutes 15 seconds. Swimming quite steadily and easily, and though he was, he reached Hammersmith in 2 hours 19 minutes, and Putney bridge (nine miles) in 2 hours 54 minutes. The swimmer, who is fifty-one years of age, challenges the world in this method of swimming, and shortly will swim through Paris under the same conditions.

## SUPREME COURT.

Friday, September 6th.

## IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUISNE JUDGE).

MANY ACTIONS.

No fewer than 26 actions were set down in the list against the Tak Lee Leung, aggregating \$14,777.89. Seven judgments have already been given against the firm amounting in all to \$6,743.97. It will be remembered that Li Chi Chia was a partner in the firm, and against that decision an appeal is being made to the Full Court.

Mr. Gardiner, who appeared for Li Chi Chia, asked that all the cases be adjourned  *sine die*  upon his client giving security for the amount of the claims.

His Honour—And the costs?

Mr. Gardiner—Yes.

His Honour—Will you give an undertaking that, in the event of the appeal going against him, he will consent to judgment?

Mr. Gardiner—No. It may be that some of the cases are bogus. We would like a chance of fighting.

His Honour—I am not going to hear the 26 cases. They are all promissory notes.

Mr. Gardiner—It is a question whether the money was lent to the firm or to Lai Hing Pong, the other partner.

His Honour—All right. Monday morning, one after the other.

## KEIR HARDIE.

Mr. Keir Hardie, M.P., returned from his flying visit to Canton early this morning. Having called on Mr. Mansfield, the British Consul, that gentleman afforded the visitor every facility for seeing the sights of the City of Rams. Mr. Keir Hardie regarded the visit as "one of the most interesting in his tour. On landing he was conveyed to Government House, where he passed the night. This morning he was to breakfast with His Excellency and Lady Lugard at Mountain Lodge, and will afterwards board the *Marmora* en route for India.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report—

On the 6th at 11:34 a.m.—The barometer has fallen considerably since the 4th, and risen slightly in the Philippines.

The typhoon is now situated to the South of Naha (Loobooos). It continues to move slowly northwards.

Pressure remains high over China to the North of the Yangtze and over N.E. Japan. Strong N.W. winds are expected to prevail in the Formosa Channel, and fresh N. to W. winds over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.90 inches.

The forecast for the 24 hours ending at noon to-day is as follows—

Hongkong &amp; Neighbourhood N. winds, fresh, fair, squally.

Formosa Channel N. winds, strong.

South-east of China between Hongkong and Luzon S.W. winds, fresh, squally.

South coast of China between Hongkong and Hainan N.W. winds, moderate.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## FIGHTING IN MOROCCO.

London, September 6th.

Further fighting has taken place at Casa Blanca. International complications are now feared.

## ANARCHY IN ANTWERP.

London, September 6th.

The fire started by the rioters in Antwerp raged for nineteen hours, and has now been brought under control. The situation is very grave.

## CHINA AND JAPAN.

SPECIAL ENVOY TO PEKING.

Tokyo, September 5th.

In consequence of the strained relations between Japan and China, in connection with various negotiations respecting Manchuria, a good deal of speculation has been evident concerning the recent meeting of Viscount Ito and Count Okuma.

It is now reported that Count Okuma, though in opposition to the Government party, is about to visit China as a special envoy, a diplomat of the greatest possible influence being deemed necessary. Count Okuma's ability and his influence at Peking are universally acknowledged.

## [REUTERS' SERVICE.]

## THE UNITED STATES AND THE PHILIPPINES.

London, September 4th.

Some of the American papers are agitating for the sale of the Philippines, statistics published showing that the cost to the United States is already \$80,000,000.

## THE COURT MARTIAL ON THE STRANDING OF THE "COMMONWEALTH."

London, September 4th.

The Court Martial on the stranding of the "Commonwealth" found Captain Browning guilty. In default of negligence he was reprimanded.

## SHIPPING STRIKES.

London, September 4th.

A conference of British and Continental Shipping Federations will be held in London in October with a combined resistance in case of strikes.

## MOROCCO.

London, September 4th.

A reconnaissance in force from Casa Blanca on the 3rd instant was heavily attacked on all sides, six miles from the town; after several hours' fighting the enemy was driven off and the camp regained.

## AMERICAN STATE RIGHTS.

OPPRESSIVE ANTI-RAILWAY LEGISLATION.

There seems some justification for the fear that, inflamed by popular prejudice, the States may follow the lead of North Carolina in attempting to enforce oppressive anti-railway legislation. Alabama and Arkansas have both attacked the railways on an issue which the *New York Tribune* calls "intolerant." They have forbidden foreign corporations when sued by a native State to carry the cases to the Federal Court upon pain of suspension of their licenses to do business. This means the penalization of citizens and corporations of the United States for appealing to the Courts of their own country and is clearly unconstitutional. Nevertheless, the States are attempting to enforce the law against two important railways. In the case of Alabama a Federal Judge some time since suspended the law. Undeterred by his decision, the authorities have proceeded to enforce it. They have cancelled the business license of the Southern Railway and, according to the latest reports, show no sign of retracting from their position. Nor does the railway, and the Governor of the State is said to be considering the advisability of calling a special session of the Legislature with a view of finding means of coercing it. It is, however, thought here that he will eventually listen to reason.

The Arkansas campaign only opened on August 5th when the Federal Judge forbade the State to revoke the license of the Chicago, Rock Island, and Pacific Railway.

In Virginia a struggle not unlike that in North Carolina has been in progress. On an appeal of the railways, the Federal Circuit Court suspended an order of the State Corporation Commission enforcing a two-cent railway rate. After a deadlock lasting several days the railways have given in, and the law now comes into operation, not later than October 1, pending the final decision of the United States Supreme Court. In this case, besides the legality of the rate law, various questions concerning the power of the State authorities are said to be under dispute.

Commenting upon the situation, the *New York Tribune* explains it as a reaction from the time when the railways of the South scandalously controlled the State Legislatures and Administrations. In the last two years the demagogues have gained the upper hand and feel that only by treating the railways with ungenial favour can they convince the people of their sincerity. The *Tribune* deprecates this spirit as likely to be very harmful to the South in its present half-developed state.

## HONGKONG HOTEL COLLAPSE.

INQUIRY REGARDING THE DEATHS.

The inquiry into the cause of death of a native who was killed in the collapse which occurred at the old section of the Hongkong Hotel on the 1st instant, was continued before Mr. F. A. Hazledorn and Messrs. J. D. Morrison, H. L. Mable and F. E. McHugh, jurors at the Magistrate's yesterday afternoon.

Mr. G. E. Morrell, Crown Solicitor, appeared on behalf of the Government. Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, represented the Hongkong Hotel Co., and Mr. M. J. D. Stephens watched the case on behalf of Messrs. Kuhn and Komor.

Mr. G. Blood was again called. He said the dead load the pillars would have to carry would be about 140 lb. to the square foot. The total load each pillar would have to carry was calculated at forty tons. It was impossible to say what the crushing weight would be. Previous to the collapse the hotel had been fitted with electric lifts. These started running the day before the collapse. They caused practically no vibration. The signs room was in the old part of the building, north of the collapse. It caused vibration, but not to any great extent.

In the middle of July last a partition wall at the rear of Kuhn and Komor's shop was taken down. The removal of this wall did not weaken the building. On the afternoon of the collapse, shoring was being erected, not removed. Witness was superintending it.

By Mr. Looker—There were quite a number of blue brick pillars in the Colony supporting two stories. Some of them had been in existence from twenty to forty years.

In the old days it was customary to build the first floor and walls of buildings with blue brick. There were quite a number of Chinese houses existing with blue brick walls carrying three stories. The quality of blue bricks varied considerably; the best quality would be better than red brick. Blue bricks were not much used in Hongkong now. It was not permissible under the Building Ordinances to build pillars and walls of blue brick if there was a story above. This had been the case since 1902.

What did you mean last time when you said the present pillars were architecturally wrong?—I meant, wrong according to present day standards.

By present day standards do you refer to the standards of the Building Ordinances?—Yes.

Proceeding, witness said there were many blue bricks in the Colony perfectly good after having been in use for many years. He examined the blue bricks forming the pillars of the collapsed portion, and found them much better than the average quality of blue bricks one sees nowadays. Parts of the blue bricks came away loose, but the majority of the pillars were sound. He took the brick which he saw in pillar No. 4 to be an old one because there was dirt inside it, and the edges were smoothed off. Witness had had large experience in forming an opinion as to cracks in brickwork, as he constantly met with them in the course of his business. So far as he could judge the crack was at least one, two or five years old. The work being carried out in the northern portion of the building could not possibly affect the stability of the collapsed portion. The main walls of the collapsed portion of the building were composed of blue brick. The shock of the collapse would put a severe strain on these walls. Witness had inspected them and they showed no signs of strain. The two pillars which were being rebuilt had to carry fifty per cent. more weight than the other pillars along the verandah. This was on account of brick arches carrying wooden floors running across from the east wing to the main building. The shoring which was being carried out under the north portion of the verandah which did not collapse, was being done in an effective manner. In fact, it could not have been carried out in a more effective manner. Since the last hearing, witness examined pillar No. 6. It did not appear to have been broken off in a different way to the rest of the pillars. No electric lift had been inserted in the east wing where the collapse took place. Any vibration caused by working the engines in the main building would not cause any extra strain to be put on the pillars of the east wing of the building. There was a thunderstorm at the time of the collapse. During such storms buildings were subject to perceptible tremors, and these were calculated to try their stability. He thought the thunder storm which occurred at the time of the collapse was a factor in causing the fall of the pillar.

By Mr. Morrell—In any circumstances witness would not have built the pillars of blue brick. Witness had not yet furnished his annual report.

Mr. B. L. Frost said he was an employee in the Telegraph Co., and lived in the old portion of the Hongkong Hotel. On the evening of the collapse witness was in his room. Three or four minutes before the collapse he was at a friend's room on the fourth floor of the east wing. There was a thunderstorm and he noticed a flash of lightning immediately prior to the collapse. Then he heard the sound of the collapse within a few seconds.

Mr. Morrell—Do I understand you to infer the building was struck by lightning?—Not at all.

Mr. T. L. Perkins, executive engineer in the Public Works Department, stated that it was part of his duty to approve plans for alterations to buildings. The plan for certain alterations to the Hongkong Hotel was submitted in May, and approved by witness after an inspector had visited the premises and reported. The alterations were to erect concrete floor and roof over the east area and Kuhn and Komor's shop. On the night of the collapse witness went to the hotel and took charge of the shoring.

Several times since then he had examined the scene of the collapse. The great portion of the debris came down in large lumps, but some of it came down separately. The inference to be drawn from the fact that it came down in large lumps was that the pillars were well built. Witness had seen a great many collapses especially in Hongkong. In seventy-five per cent. of the cases the bricks would separate. He counted and examined all the beams that fell. Less than eight per cent. were not eaten. This was a small percentage. Witness had seen the remains of the collapsed pillars. No. 6 did not appear to have broken in its weakest point. It occurred to witness when he saw it that the workmen might have cut it off for some purpose or other. The measurement of the pillars reported to him was one foot ten inches by one foot ten, giving an area of 484 square inches. A weight of 120 lb. was bearing on every square inch of the pillars. The average crushing strength of blue bricks was 140 lb. to the square inch; maximum strength, 1750 lbs. and minimum 150 lbs. to the square inch. Witness would not have used the shoring Mr. Blood said was used. Even with the best Chinese shoring he would put a needle under the cap.

The shoring was up to the average, and was the usual kind used here.

By Mr. Looker—The crushing strains witness gave were obtained from the Cement Works. The inquiry was adjourned to enable the jurors to visit the scene of the collapse.

## MACAO.

(FROM OUR CORRESPONDENT.)

September 6th.

## A DECREE RELATING TO FOREIGNERS.

The *Boletim Oficial* contains some regulations for putting into force a Decree, dated 4th July 1906, relating to the admission, residence, travel and departure of foreigners in the Colony of Macao. There are 12 articles but the most important are the second and the last. It is declared that foreigners may freely enter Macao and its dependencies, but it is required, with some exceptions, that within three days of their arrival in the Colony they shall present themselves at the Administration do Conselho for the purpose of "legitimizing their residence." The exceptions are (1) Chinese subjects; (2) Consular agents; and (3) tourists who are not required to make a declaration unless they intend to make a stay exceeding twenty days. Foreigners now residing in Macao, who have not yet registered according to the decree of July 1906 are notified that, if they do not duly register themselves within sixty days, they will render themselves liable to a fine of from 5,000 to 20,000 reis.

## THE DECLINE OF THE COLONY.

No amount of official explanation will convince the public that the Colony is not in the throes of a crisis. Is it not possible for the Leal Senado, as the representative assembly in the Colony, to attempt to get an expression of public opinion by convening a meeting of the leading business men of the Colony to discuss the position? I am sure that such an expression of opinion would be welcomed by H. E. the Governor and would considerably strengthen his hands. If strong representations to the Home Government have become necessary, who but the Leal Senado should take the lead in the matter? The loss of revenue from the lottery, owing to the declining prosperity of the Colony, will considerably reduce the income of the Leal Senado, and this fact alone ought to open their eyes to the position. All who take any interest in the welfare of the Colony would welcome the lead of the Leal Senado in an effort to impress upon the Government at Lisbon the crying need of reform in the administration of the Colony.

## OBITUARY.

News has reached the Colony of the death of D. Amalia de Borja, the wife of Senhor Custodia M. de Borja, a former Governor of Macao. The death occurred in Lisbon. Mrs. de Borja was not only well known here, but also in Hongkong and Shanghai, and news of her death will be received with deep regret.

## NEW CONSOLS RECORD.

LOWEST PRICE FOR NEARLY SIXTY YEARS. Consols, the premier British security, and the accepted barometer of the national credit, were sold on the Stock Exchange a month ago at 82½—the lowest price recorded for almost sixty years.

All other markets—the American alone excepted—exhibit the same depressing tendency as Consols. It is not so much that there is a heavy pressure by sellers, but there are practically no buyers about. A leading broker said to an "Express" representative: "It is hardly possible to sell £20,000 of mixed stocks without lowering the price in half a dozen markets."

Several investment brokers report that their clients are only waiting for "bottom to be reached" to come in with substantial orders, but for the moment they are one and all holding aloof. Added to this, the world at large—Governments, municipalities, and individuals—seem to be acquiring an increasing tendency to borrow money and to spend it and the general inclination is to pay high interest rather than economize or suspend developments.

The one exception is afforded by the American market, where the expansion of the country's trade and its splendid basic prosperity are more than holding their own against the admitted death of capital required to finance commercial enterprise. Union Pacific, for instance, the barometer of this market, register a rise of 10 points on this account.

THE N.Y.K. str. *Ali Maru* (American Line) left Shanghai for this port on the 5th inst, and is expected here to-morrow.

The Boston str. *Tremont* sailed from Manila on 6th inst. morning, and is due here to-morrow at noon.

The N.Y.K. str. *Kagoshima Maru* (Bosch Line) left Singapore for this port on the 6th inst, and is expected here on the 10th inst.

The India str. *Indra* sailed from New York for Singapore on 5th inst. at 7 a.m., and is expected here on 11th inst. p.m.

The E. & A. str. *Empire* left Sydney on the 5th inst, for this port via Queensland Ports and Manila.

## LATEST STEAMER MOVEMENTS.

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THE  
IDEAL  
ATHLETE



By Royal Warrant

ST. JOSEPH'S CHURCH, Garden Road  
Catholic). Mass, Benediction and Sermon  
English at 10 a.m.

roman  
son in

A. S. WATSON & Co., L

LA. 1-21 Try a little milk in-your hot Bovril.

HONG KONG, CHINA & MAN  
A. S. WATSON & Co, L

LA. 1-23 Try a little milk in your hot Bovril.

St. JOSEPH'S CHURCH, Garden Road (Catholic). Mass, Benediction and Sermon in English at 10 a.m.

HONG KONG, CHINA & MAN  
A. S. WATSON & Co, L

the system when everything  
else fails.

**Try a little milk in your hot Bovril.**

Try a little milk in your hot Bovril.



SHIPPING.

ARRIVALS.

FAUNANG, British str., 1,410 H. S. Malkin, 5th September—Hong Kong 3rd Sept. Coal—Jardine, Matheson & Co.  
KNIVERT, German str., 646 P. Heintz, 6th Sept.—Macao 6th Sept. General—Jensen & Co.  
PROGRESS, Norw. str., 1,671 The Schjewis, 6th September—Sandakan 31st August, Timber—Order.  
SATSUMA, British str., 2,430, Armstrong, 6th September—Kochung 4th Sept. General—Dodwell & Co.  
SIGNAL, German str., 307 G. Schindler, 6th September—Pakhoi and Hoihow 5th Sept. General—Jensen & Co.  
STOKER-NORDEN, Danish ex-liner, 376 H. C. A. Petersen, 6th Sept.—Cruise 23rd Aug. & Shanghai 1st Sept. N. S. S. Co.  
TAIKOAN MARU, Japanese str., 1,094, T. Fuku, 6th Sept.—Kochung 1st Sept. (Cable)—Mitsui Bussan Kaisha

CLEARANCES

At the Harbour Master's Office, 6th September.  
China, American str., for San Francisco.  
Gregory, American str., for Shanghai.  
L. Diederichsen, German str., for K. C. Wan.  
Mormon, British str., for Europe & Peru.  
British str., for Shanghai.  
Tamba Maru, Japanese str., for Shanghai.  
Zefira, British str., for Manila.

DEPARTURES

6th September.  
CHIEFMAN, British str., for Canton.  
DELTA, British str., for Shanghai.  
FOONLING, British str., for Fochow.  
FORESTDALE, British str., for Sorabaya.  
FRITHJOF, Norwegian str., for Swatow.  
HAMBURG, German str., for Singapore.  
HAINAN, British str., for Swatow.  
KUMANO MARU, Japanese str., for Manila.  
STANDARD, Norwegian str., for Saigon.  
WYNERIC, British str., for Calcutta.  
YUENSANG, British str., for Manila.

SHIPPING REPORTS.

The British str. *Pansey* reports: Moderate to fresh N.E. wind, equally and moderate N.E. sea.

VESSELS IN DOCK.

September 6th.  
ABERDEEN DOCK—*Rubi*.  
KOWLOON DOCK—*Veronica*, H.M.S. *Flora*, *Trinidad*, *Dragon*, *Pochattan*, *Cumbopolitan* DOCKS.

VESSELS ON THE BERTH

For VLADIVOSTOCK

THE Steamship  
"VINE BRANCH"  
will be despatched as above on or about 10th September.  
For Freight and further particulars apply to  
DODWELL & CO., LTD.  
Agents.  
Hongkong, 7th August, 1907. 1304

NAVIGAZIONE GENERALE ITALIANA.  
(Florida and Rubaltini-United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.  
Having connection with Company's Mail Steamers to ADEN, SUZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO, (Taking Cargo at through rates to PERIAN, GENOA and DADAN, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship  
"ISCHIA."  
Captain Dini, will be despatched as above on WEDNESDAY, the 11th Sept., at Noon. At Bombay the Steamer is discharging in Victoria Dock.  
For further particulars regarding Freight and Passage, apply to  
CARLOWITZ & Co., Agents.  
Hongkong, 30th August, 1907. 4

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.  
FIUME AND TRIESTE (DIRECT).  
Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUZ and PORT SAID.  
Taking Cargo at through rates to the BRAZIL, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship  
"VORWAERTS."  
Captain B. Bednarz, will be despatched as above on or about FRIDAY, the 21st September. This Steamer has splendid accommodation for passengers, electric light, and carries a doctor and stewardess.  
For information as to Passage and Freight apply to  
SANDER, WIEBER & Co., Agents, Prince's Buildings.  
Hongkong, 31st August, 1907. 3

TOYO KISEN KAISHA.  
SOUTH AMERICAN LINE.  
Regular Steamship Service between Hongkong, CALLAO and IQUIQUE, via JAPAN PORTS (Kobe and Yokohama).  
With option to Call at Mexican and other Coast Ports.  
Steamers  
"KASATO MARU" ..... 6,100 Mid. of Oct.  
"KATHARINE PARK" ..... 5,000 End of Nov.  
Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.  
K. MATSUDA, Manager, York Building.  
Hongkong, 3rd September, 1907. 10

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.  
1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & C. VIA SUEZ PORTS OF CALL.	MARSHALL	Brit. str.	—	G. H. C. Weston, R.N.R.	P. & O. S. N. Co.	To-day, at Noon.
LONDON & C. VIA SUEZ PORTS OF CALL.	CLYTON	Brit. str.	—	G. W. Babot	P. & O. S. N. Co.	About 11th inst.
MARSEILLES & C. VIA PORTS OF CALL.	TOURANE	Brit. str.	—	G. W. Babot	P. & O. S. N. Co.	On 17th inst., at 1 P.M.
MARSEILLES & C. VIA PORTS OF CALL.	TOURANE	Brit. str.	—	G. W. Babot	P. & O. S. N. Co.	On 17th inst.
HAVRE & HAMBURG VIA STRAITS & C.	ELAVONIA	Ger. str.	k.w.	Winnenberg	HAMBURG-AMERIKA LINIE	On 22nd inst.
HAVRE & HAMBURG VIA STRAITS & C.	BRIGAVIA	Ger. str.	k.w.	Hildebrandt	HAMBURG-AMERIKA LINIE	On 19th October.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON & C.	RHENANIA	Ger. str.	k.w.	v. Hoff	HAMBURG-AMERIKA LINIE	On 2nd inst.
NAPLES, PLYMOUTH, HAVRE & HAMBURG.	P. E. FRIEDRICH	Ger. str.	k.w.	E. Malchow	MELCHERS & Co.	On 11th inst., at Noon.
TRIESTE & C. VIA SINGAPORE & C.	HOHENSTAUFEN	Ger. str.	k.w.	Jager	HAMBURG-AMERIKA LINIE	On 30th inst.
ODessa	VORWAERTS	Aus. str.	—	B. Bednarz	SANDER, WIEBER & Co.	About 20th inst.
NEW YORK	KOTROMA	Rus. str.	—	—	MELCHERS & Co.	On 14th inst.
BOSTON & NEW YORK	SARUSIA	Brit. str.	—	—	DODWELL & Co., Ltd.	To-day.
VACUUMER VIA SHANGHAI JAPAN, & C.	GHARIE	Brit. str.	—	—	DODWELL & Co., Ltd.	On 14th inst.
VICTORIA (C) & TACOMA VIA JAPAN	TARTAR	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 11th inst., at Noon.
CALLAO & C. VIA JAPAN PORTS & C.	EMPEROR OF CHINA	Brit. str.	—	—	DODWELL & Co., Ltd.	On 20th inst., at 4 P.M.
SALINA CRUZ, MEXICO, VIA MCJIL & JAPAN	KASATO MARU	Am. str.	—	T. W. Garlick	TOYO KISEN KAISHA	On 12th inst.
AUSTRALIAN PORTS VIA MANILA	MARIE	Brit. str.	—	W. E. T. S. Filmer	G. C. Christiansen	Middle of October.
AUSTRALIAN PORTS VIA TIKOR, PERT DARWIN & C.	TSINAN	Brit. str.	—	C. Lindbergh	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
VLADIVOSTOCK	ALDENHAM	Brit. str.	—	D. Lenz	MELCHERS & Co.	On 12th inst., at Noon.
YOKOHAMA AND KOB	VINE BRANCH	Brit. str.	—	St. John George	GIBB, LIVINGSTON & Co.	On 25th inst., at Noon.
YOKOHAMA AND KOB	CHINOTU	Brit. str.	—	—	DODWELL & Co., Ltd.	About 10th inst.
YOKOHAMA AND KOB	YUKIN	Dan. str.	—	W. H. Brown	MELCHERS & Co.	On 10th inst., at 4 P.M.
YOKOHAMA AND KOB	PRINCE WALDEMAR	Ger. str.	—	W. von Soden	MELCHERS & Co.	About 18th October.
YOKOHAMA AND KOB	WIKING	Brit. str.	—	H. G. Walker	JARDINE, MATHESON & Co., Ltd.	On 10th inst., at 4 P.M.
YOKOHAMA AND KOB	CHIPSUNG	Dan. str.	—	H. Koops	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
YOKOHAMA AND KOB	KWANGYANG	Ger. str.	k.w.	F. Mooney	HAMBURG-AMERIKA LINIE	To-day, at 4 P.M.
YOKOHAMA AND KOB	PERA	Brit. str.	—	Dowson	BUTTERFIELD & SWIRE	On 9th inst.
YOKOHAMA AND KOB	CHOYSAKO	Brit. str.	—	W. W. Cooke, R.N.R.	P. & O. S. N. Co.	On 16th inst., at 4 P.M.
YOKOHAMA AND KOB	YOHCHU	Brit. str.	—	A. E. Sandbach	JARDINE, MATHESON & Co., Ltd.	To-day, at 4 P.M.
YOKOHAMA AND KOB	SOSHU MARU	Jap. str.	—	T. Sunaga	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
YOKOHAMA AND KOB	YASUSHI	Brit. str.	—	M. Courtenay	OSAKA SHOSHEN KAISHA	On 10th inst., at 9 A.M.
YOKOHAMA AND KOB	GORDEN	Ger. str.	k.w.	B. Wilhelm	JARDINE, MATHESON & Co., Ltd.	About 10th inst.
YOKOHAMA AND KOB	DEUTIA	Ger. str.	k.w.	Selmer	HAMBURG-AMERIKA LINIE	On 28th inst.
YOKOHAMA AND KOB	BRIGAVIA	Ger. str.	k.w.	Girtenbraun	HAMBURG-AMERIKA LINIE	To-morrow, at 10 A.M.
YOKOHAMA AND KOB	JOSHIN MARU	Jap. str.	—	H. S. Smith	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
YOKOHAMA AND KOB	HUICHOW	Brit. str.	—	E. Forsyth	BUTTERFIELD & SWIRE	On 14th inst., at 4 P.M.
YOKOHAMA AND KOB	KIUKANG	Brit. str.	—	H. A. Wavell	BUTTERFIELD & SWIRE	On 17th inst., at 4 P.M.
YOKOHAMA AND KOB	SHAOKING	Brit. str.	—	L. D. Northcombe	BUTTERFIELD & SWIRE	On 9th inst., at 4 P.M.
YOKOHAMA AND KOB	HUPER	Brit. str.	—	A. Mathias	BUTTERFIELD & SWIRE	To-day.
YOKOHAMA AND KOB	ZAFIRO	Brit. str.	—	A. W. Outbridge	SHAWAN, TOMES & Co.	On 10th inst., at 4 P.M.
YOKOHAMA AND KOB	TAMING	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & Co., Ltd.	On 14th inst.
YOKOHAMA AND KOB	LOONGSANG	Brit. str.	—	R. Almond	SHAWAN, TOMES & Co.	On 14th inst.
YOKOHAMA AND KOB	RUBI	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst., at 4 P.M.
YOKOHAMA AND KOB	SUNGKIAN	Brit. str.	—	—	OSAKA SHOSHEN KAISHA	On 11th inst., at Noon.
YOKOHAMA AND KOB	ISCHIA	Ital. str.	—	—	OSAKA SHOSHEN KAISHA	On 10th inst., at 1 P.M.
YOKOHAMA AND KOB	JAPAN	Brit. str.	—	J. G. Olfert	OSAKA SHOSHEN KAISHA	On 13th inst., at Noon.
YOKOHAMA AND KOB	YERIMO MARU	Jap. str.	—	N. Kobayashi	OSAKA SHOSHEN KAISHA	Quick despatch.
YOKOHAMA AND KOB	TOIFANAS	Dut. str.	—	Pander	JAVA-CHINA-JAPAN LINE	Quick despatch.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and staterooms. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	A. Fraser	Manila	On 7th September.
RUBI	2540	R. W. Almond	Manila	On 14th September.

For Freight or Passage apply to  
SHEWAN, TOMES & CO., GENERAL MANAGERS.  
Hongkong, 28th August, 1907. 15

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.  
FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).  
For freight and further information apply to  
SHEWAN TOMES & CO., GENERAL AGENTS.  
Hongkong, 3rd September, 1907. 16

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.  
RUSSIAN EAST ASIATIC CO., LTD., ST. PETERSBURG & VLADIVOSTOCK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STREAMERS	DATE OF SAILING.
MARSEILLES, HAVRE and COPENHAGEN	"TFANQUEBAR"	On 17th September.
YOKOHAMA and KOB	"INDIEN"	On 24th September.

For Further Particulars, apply to  
MELCHERS & CO., AGENTS.  
Hongkong, 4th September, 1907. 9

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STREAMERS	TO SAIL.
SHANGHAI VIA SWATOW	"CHOYSAKO"	Saturday, 7th Sept., 4 P.M.
TIENTSIN	"CHIPSUNG"	Saturday, 7th Sept., 4 P.M.
SHANGHAI	"YATSEUNG"	Tuesday, 10th Sept., 4 P.M.
MOJI	"WINGSANG"	Tuesday, 10th Sept., 4 P.M.
MANILA	"LOONGSANG"	Friday, 13th Sept., 4 P.M.

REDUCED FARES TO STRAITS AND CALUTTA.  
Hongkong to Singapore 1st Class, Single \$ 65.  
Penang " " " " " 55.  
Calcutta " " " " " 125.  
Return " " " " " 130.  
These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.  
Taking Cargo on Through Bills of Lading to Chetoe, Tientsin, Newchwang and Yangtze Ports.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.  
Hongkong, 7th September, 1907. 18

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers, "RHEINIA," "HAMBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are antiseptic and fitted with fans. Laundry on Board. Doctor and Stewardsesses carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" & "SIERRA" carry first-class passengers had to New York via Naples and Hamburg.

OUTWARD.  
FOR SHANGHAI, KOB, YOKOHAMA.  
HOHENSTAUFEN ... 1st October  
SIERRA ... 2nd November

HOMEWARD.  
FOR THE STRAITS, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE & HAMBURG.  
HAMBURG ... 4th September  
REINANIA ... 2nd October  
HOHENSTAUFEN ... 30th October

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD:  
SUEVIA ... FOR SHANGHAI, KOB & YOKOHAMA ... 14th Sept.  
BRIGAVIA ... FOR SHANGHAI, KOB & YOKOHAMA ... 28th Sept.  
HOHENSTAUFEN ... FOR SHANGHAI, KOB & YOKOHAMA ... 1st Oct.  
SENEGAMBIA ... FOR SHANGHAI, KOB & YOKOHAMA ... 15th Oct.

NEXT SAILINGS HOMEWARD:  
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC" and "PERSIAN" Service to Arabian and Persian Gulf Ports.

SLAVONIA ... HAVRE, BREMEN & HAMBURG ... 22nd Sept.  
REINANIA ... NAPLES, PLYMOUTH, HAVRE & HAMBURG ... 2nd Oct.  
BRIGAVIA ... HAVRE & HAMBURG ... 19th Oct.  
HOHENSTAUFEN ... NAPLES, PLYMOUTH, HAVRE & HAMBURG ... 30th Oct.

\* Special attention of intending Passengers is drawn to the splendid accommodation of this Steamer. Saloon and cabins antiseptic. Lighted throughout by electricity. Duly qualified Doctor and stewardsesses carried. Laundry on board.

COAST SERVICE.

KOWLOON ... FOR TIENTSIN, NAGASAKI & VLADIVOSTOCK ... 9th September.  
Freight and Passengers.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.  
CONNECTING AT TACOMA WITH  
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA VIA MOJI, KOB AND YOKOHAMA.

Steamers	Tons.	Captain.	Sailing Date.
TREMONT	9,666	T. W. Garlick	On 12th September.
SUVERIC	6,232	W. Shotton	On 1st October.
KUMERIC	6,232	D. Baird	On 15th October.
SHAWMUT	9,666	E. W. Roberts	On 6th November.

\* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in hold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—  
DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS.  
Hongkong, 3rd September, 1907. 7

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"MARMORA,"  
Capt. G. H. C. Weston, R.N.R., carrying His Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 7th September, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "INDIA," 8,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuable, all cargo for France and for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to the P.M.S. "MARMORA," due in London on 19th October, 1907. Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to E. A. HEWETT, Superintendent.  
Hongkong, 7th September, 1907. 1

REGULAR STEAMSHIP SERVICE

WITH LIBERTY TO CALL AT MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG.  
FOR NEW YORK.  
S.S. "SATSUMA" ... 7th Sept.  
FOR BOSTON AND NEW YORK.  
S.S. "GHAEZE" ... 14th Sept.  
S.S. "SIKH" ... 5th Oct.  
1st Class Passenger accommodation. For Freight and further information, apply to DODWELL & CO., LTD., Agents.  
Hongkong, 22nd August, 1907. 1226-1254

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"TOURANE"  
Captain Lancelotti, will be despatched for MARSEILLES, on TUESDAY, the 17th September, at 1 P.M.  
This Steamer connects at Colombo with the Australian line s.s. "Armand Béhic," bound for Marseilles via BOMBAY and Aden.  
Passage tickets and through Bills of Lading issued for above ports and for Australia, with prompt transshipment at Colombo.  
Cargo also booked for principal places in Europe.  
Next sailings will be as follows:  
S.S. "AUSTRALIEN" ... 1st Oct.  
S.S. "NERA" ... 15th Oct.  
S.S. "YARFA" ... 29th Oct.  
S.S. "ERNEST SIMONS" ... 13th Nov.  
S.S. "TONKIN" ... 28th Nov.  
S.S. "POLYNESIE" ... 10th Dec.  
G. DE CHAMPEAUX, Agent.  
Hongkong, 4th September, 1907. 2

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
Calling at TIKOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, & C.

THE Steamship

"ALDENHAM."  
Capt. St. John George, will be despatched as above on SATURDAY, the 28th inst., at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Tea, & C., throughout the voyage. The Steamer is installed throughout with the Electric Light. A Stewardsess and a duly qualified Surgeon are carried.  
N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co., Agents.  
Hongkong, 5th September, 1907. 1482

THE RUSSIAN VOLUNTEER FLEET.

FOR ODESSA.

THE Steamship  
"KOTROMA."  
will be ready to load here as above Middle of October.  
For Freight, apply to  
MELCHERS & CO., Agents.  
Hongkong, 30th August, 1907. 1426

CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.  
By CHAS. J. HALCUMBE  
(Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flower Land," etc.)

THE Volume which consists of 491 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of K. H. H. is dedicated to Sir ROBERT HART, G.C.M.G. and D. A. RENNIE.  
Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, makes it a volume for presentation to friends at Home. Well bound in Yellow Cloth with Chinese Emblem in Gold.

Price ... .. \$3.50

To be obtained from Messrs. KELLY & WALSH Ltd., Messrs. BARNES & Co. or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.



# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, PERA AND YOKOHAMA	Capt. W. W. Cook, R.N.R.	About 6th Sept.	Freight only.
LONDON VIA USUAL PORTS	MARMORA Capt. G. H. C. Weston, R.N.R.	Noon, 7th Sept.	See Special Advertisement.
LONDON AND ANTWERP VIA SINGAPORE, CEYLON PENANG, COLOMBO, and PORT SAID	Capt. G. W. Baint	About 11th Sept.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent

Hongkong, 7th September, 1907.

# CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI, WEIHAIWEL, CHEFOO AND TIENTSIN	"YCHOOW"	On 7th Sept., 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"HUICHOW"	On 7th Sept., 4 P.M.
HOKIOW and HAIPHONG	"HUPEH"	On 9th Sept., 4 P.M.
YOKOHAMA and KOBE	"TAMING"	On 10th Sept., 4 P.M.
Cebu and ILOILO	"CHINGTU"	On 10th Sept., 4 P.M.
SWATOW and SHANGHAI	"SUNGKIANG"	On 14th Sept., 4 P.M.
SWATOW and SHANGHAI	"KIUKIANG"	On 14th Sept., 4 P.M.
CHEFOO and NEWCHWANG	"SHAOHSING"	On 17th Sept., 4 P.M.
	"KWEIYANG"	On 19th Sept., 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

For Freight or Passage, apply to—

Hongkong, 7th September, 1907.

BUTTERFIELD & SWIRE,  
AGENTS.

# CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF OVER 11 days Across the Pacific to the "EMPERESS LINE," Saving 5 to 10 days Ocean Travel.  
11 DAYS YOKOHAMA to VANCOUVER.  
18 DAYS HONGKONG to VANCOUVER.

R.M.S.	PROPOSED SAILINGS.	(Subject to Alteration).	LEAVE HONGKONG	ARRIVE VANCOUVER
"TARTAR".....	4,425	... WEDNESDAY, 11th Sept. ...	5th Oct.	
"EMPERESS OF CHINA".....	6,000	... THURSDAY, 20th Sept. ...	14th Oct.	
"EMPERESS OF INDIA".....	6,000	... THURSDAY, 24th Oct. ...	17th Nov.	
"MONTEAGLE".....	6,163	... WEDNESDAY, 6th Nov. ...	30th Nov.	
"EMPERESS OF JAPAN".....	6,000	... THURSDAY, 21st Nov. ...	9th Dec.	

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 23 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class ..... via St. Lawrence River Lines or New York \$71.10.  
Intermediate on Steamers ..... \$20, ..... \$42.

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

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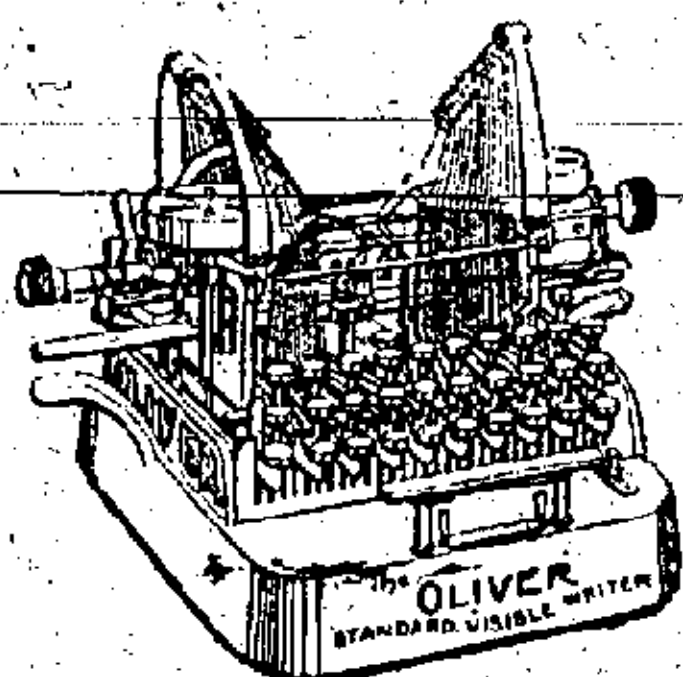
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